

# Inner Features



APRIL 2022

## APRIL 2022 - PUBLIC ENTHUSIASM DUE TO THE HOMECOMING EID FITRI SEASON, PASSENGER VOLUME REACHED 46,91% PRE-COVID 19

April is the peak month of the Eid Fitri season in Indonesia, In this period Garuda Indonesia Group flew 1.12 million passengers or an increase of 4.00% from the previous year, This growing volume was mainly contributed by Garuda domestic and Citilink, and SLF experienced an increase of 28.54 pp from the previous year, the enthusiasm of the community to carry out homecoming during this year's Eid Fitri moment, as well as government regulations that allow "mudik" with certain rules, different from the previous year, made the Group increase production and frequency by 4.38% and 0.08%, this set growth for Group's RPK in the number 1.25 billion or an increase of 18.30% from the previous year or 6.07% from the previous month. Furthermore, the international route also continued to increase significantly by 380.60% YoY due to the easing of quarantine for overseas travelers.

### Garuda Indonesia Group

Passengers reached 46.91% Pre COVID-19  
Cargo carried reached 60.07% Pre COVID-19  
RPK reached 36.64% Pre COVID-19  
RTK cargo reached 46.19% Pre COVID-19

### Garuda Indonesia International

Passengers reached 13.73% Pre COVID-19  
Cargo carried reached 52.64% Pre COVID-19  
RPK reached 13.49% Pre COVID-19  
RTK cargo reached 38.09% Pre COVID-19

### Garuda Indonesia Domestic

Passengers reached 27.29% Pre COVID-19  
Cargo carried reached 45.56% Pre COVID-19  
RPK reached 32.71% Pre COVID-19  
RTK cargo reached 47.77% Pre COVID-19

### Citilink

Passengers reached 89.88% Pre COVID-19  
Cargo carried reached 114.05% Pre COVID-19  
RPK reached 101.45% Pre COVID-19  
RTK cargo reached 123.23% Pre COVID-19

\*Based on April 2019

## MONTHLY OPERATIONAL INDICATOR

	APR 2021	YOY	MAR 2022	MOM	APR 2022	YTD APR 2021	YTD APR 2022	YTD
	A	C/A	B	C/B	C	D	E	E/D
<b>GARUDA INDONESIA GROUP</b>								
Passenger Carried*	1.079.714,00	4,00%	1.102.925,00	1,81%	<b>1.122.862,00</b>	3.846.186,00	<b>3.879.681,00</b>	0,87%
Cargo Carried (Ton)	28.680,45	-35,90%	17.143,38	7,24%	<b>18.385,22</b>	105.993,74	<b>70.692,40</b>	-33,31%
ASK (000)	2.615.627,00	-30,58%	1.739.679,69	4,38%	<b>1.815.830,00</b>	10.727.011,00	<b>6.826.240,00</b>	-36,36%
RPK (000)	1.060.377,00	18,30%	1.182.619,24	6,07%	<b>1.254.425,45</b>	3.733.517,00	<b>4.145.602,98</b>	11,04%
SLF (%)	40,54	28,54 pp	67,98	1,10 pp	<b>69,08</b>	34,80	<b>60,73</b>	25,93 pp
ATK Cargo (000)	98.813,00	-37,10%	64.209,00	-3,21%	<b>62.151,00</b>	380.398,00	<b>248.925,00</b>	-34,56%
RTK Cargo (000)	61.035,00	-44,45%	35.552,00	-4,63%	<b>33.906,88</b>	223.849,00	<b>140.507,87</b>	-37,23%
CLF Cargo (%)	61,77	-7,21 pp	55,37	-0,81 pp	<b>54,56</b>	58,85	<b>56,45</b>	-2,40 pp
Aircraft Utilization**	06:40	-00:25	06:43	-00:28	<b>06:15</b>	06:02	<b>06:01</b>	-00:01
Frequencies	11.922,00	-0,32	7.529,00	0,08	<b>8.120,00</b>	50.339,00	<b>30.281,00</b>	-0,40
OTP**	95,40	-8,10 pp	83,50	3,80 pp	<b>87,30</b>	95,20	<b>90,20</b>	-5,00 pp
Fuel Burn (Liter)	80.135.200,00	-0,27	56.506.900,00	0,03	<b>58.421.021,00</b>	322.623.593,00	<b>217.887.030,00</b>	-0,32
Block Hours	24.457,00	-0,31	15.596,84	0,08	<b>16.903,00</b>	101.419,00	<b>62.729,00</b>	-0,38
Passenger Yield (Usc)	6,11	0,24	7,20	0,05	<b>7,59</b>	6,05	<b>7,12</b>	0,18
Cargo Yield (usc)	53,09	0,18	62,24	0,01	<b>62,78</b>	56,20	<b>62,02</b>	0,10
CASK (Usc)	5,80	0,21	6,11	0,15	<b>7,04</b>	5,62	<b>6,40</b>	0,14
CASK-Excl Fuel (Usc)	4,27	-0,08	3,47	0,14	<b>3,94</b>	4,23	<b>3,86</b>	-0,09
Fuel Price (Usc/Liter)	50,07	0,92	81,48	0,18	<b>96,29</b>	46,21	<b>79,67</b>	0,72

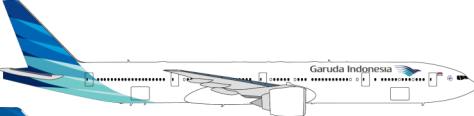




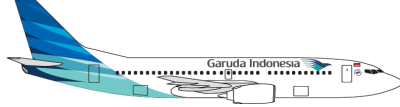

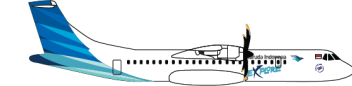





Notes:  
\* Number of passenger carried is calculated on the basis of origin/destination, regardless of the number of stage lengths undertaken.  
\*\* All figures are for Garuda Indonesia and Citilink scheduled flights, except for aircraft utilization and on time performance are for main brand only.

	APR 2021	YOY	MAR 2022	MOM	APR 2022	YTD APR 2021	YTD APR 2022	YTD
<b>GARUDA INDONESIA DOMESTIC</b>								
Passenger Carried*	346.824,00	-6,13%	340.561,00	-4,41%	<b>325.558,00</b>	1.187.871,00	<b>1.173.402,00</b>	-1,22%
Cargo Carried (Ton)	12.321,27	-44,13%	6.543,68	5,21%	<b>6.884,40</b>	43.775.531,00	<b>27.080,90</b>	-99,94%
ASK (000)	930.819,00	-48,97%	479.237,54	-0,88%	<b>475.036,00</b>	3.712.573,00	<b>1.848.434,00</b>	-50,21%
RPK (000)	366.275,00	-6,44%	361.013,18	-5,08%	<b>342.681,00</b>	1.252.706,00	<b>1.225.646,00</b>	-2,16%
SLF (%)	39,35	32,79 pp	75,33	-3,19 pp	<b>72,14</b>	33,74	<b>66,31</b>	32,57 pp
ATK Cargo (000)	24.706,00	-50,23%	12.606,97	-2,47%	<b>12.295,00</b>	88.340,00	<b>48.584,00</b>	-45,00%
RTK Cargo (000)	14.749,00	-44,17%	7.710,41	6,79%	<b>8.234,00</b>	50.945,00	<b>32.405,00</b>	-36,39%
CLF Cargo (%)	59,70	7,28 pp	61,16	5,82 pp	<b>66,98</b>	57,67	<b>66,70</b>	9,03 pp
Passenger Yield (Usc)	9,68	3,00%	10,24	-2,67%	<b>9,97</b>	9,75	<b>10,07</b>	3,28%
Cargo Yield (usc)	85,11	0,31%	85,86	-0,58%	<b>85,37</b>	94,27	<b>84,46</b>	-10,41%
CASK (Usc)	7,59	31,78%	9,16	9,18%	<b>10,00</b>	7,67	<b>9,23</b>	20,29%
CASK-Excl Fuel (Usc)	5,88	10,47%	6,25	3,88%	<b>6,50</b>	6,10	<b>6,45</b>	5,66%
	APR 2021	YOY	MAR 2022	MOM	APR 2022	YTD APR 2021	YTD APR 2022	YTD
<b>GARUDA INDONESIA INTERNATIONAL</b>								
Passenger Carried*	10.577,00	380,60%	34.460,00	47,51%	<b>50.833,00</b>	40.818,00	<b>117.795,00</b>	188,59%
Cargo Carried (Ton)	9.299,62	-43,08%	5.932,19	-10,76%	<b>5.293,64</b>	34.643,09	<b>23.252,11</b>	-32,88%
ASK (000)	575.090,00	-26,94%	481.093,06	-12,66%	<b>420.174,00</b>	2.241.918,00	<b>1.647.423,00</b>	-26,52%
RPK (000)	42.854,00	436,44%	178.276,00	28,95%	<b>229.887,00</b>	166.593,00	<b>571.276,00</b>	242,92%
SLF (%)	7,45	47,26 pp	37,06	17,65 pp	<b>54,71</b>	7,43	<b>34,68</b>	27,25 pp
ATK Cargo (000)	46.756,00	-42,40%	32.207,00	-16,38%	<b>26.930,00</b>	174.803,00	<b>117.357,00</b>	-32,86%
RTK Cargo (000)	39.126,00	-50,20%	23.183,00	-15,96%	<b>19.484,00</b>	144.993,00	<b>87.298,00</b>	-39,79%
CLF Cargo (%)	83,68	-11,33 pp	71,98	0,37 pp	<b>72,35</b>	82,95	<b>74,39</b>	-8,56 pp
Passanger Yield (Usc)	9,33	-19,19%	6,46	16,67%	<b>7,54</b>	9,32	<b>6,92</b>	-25,75%
Cargo Yield (usc)	33,71	34,56%	48,52	-6,51%	<b>45,36</b>	35,22	<b>46,90</b>	33,16%
CASK (Usc)	5,44	40,42%	5,91	29,22%	<b>7,64</b>	5,47	<b>6,47</b>	18,25%
CASK-Excl Fuel (Usc)	4,00	8,57%	3,51	23,77%	<b>4,34</b>	4,15	<b>4,00</b>	-3,56%
	APR 2021	YOY	MAR 2022	MOM	APR 2022	YTD APR 2021	YTD APR 2022	YTD
<b>GARUDA INDONESIA MAIN BRAND</b>								
Passenger Carried*	357.401,00	5,31%	375.021,00	0,37%	<b>376.391,00</b>	1.228.689,00	<b>1.291.197,00</b>	5,09%
Cargo Carried (Ton)	21.620,89	-43,67%	12.475,87	-2,39%	<b>12.178,04</b>	78.418,63	<b>50.333,01</b>	-35,81%
ASK (000)	1.505.909,00	-40,55%	960.331,00	-6,78%	<b>895.210,00</b>	5.954.490,00	<b>3.495.857,00</b>	-41,29%
RPK (000)	409.129,00	39,95%	539.289,00	6,17%	<b>572.569,00</b>	1.419.299,00	<b>1.796.922,00</b>	26,61%
SLF (%)	27,17	36,79 pp	56,16	7,80 pp	<b>63,96</b>	23,84	<b>51,40</b>	27,56 pp
ATK Cargo (000)	71.462,00	-45,11%	44.814,00	-12,47%	<b>39.224,00</b>	263.143,00	<b>165.941,00</b>	-36,94%
RTK Cargo (000)	53.875,00	-48,55%	30.894,00	-10,28%	<b>27.719,00</b>	195.937,00	<b>119.703,00</b>	-38,91%
CLF Cargo (%)	75,39	-4,72 pp	68,94	1,73 pp	<b>70,67</b>	74,46	<b>72,14</b>	-2,32 pp
Passenger Yield (Usc)	9,64	-6,64%	8,99	0,11%	<b>9,00</b>	9,70	<b>9,07</b>	-6,49%
Cargo Yield (Usc)	47,78	19,82%	57,84	-1,02%	<b>57,25</b>	50,57	<b>57,07</b>	12,85%
CASK (Usc)	6,77	31,36%	7,53	18,05%	<b>8,89</b>	6,84	<b>7,93</b>	15,88%
CASK-Excl Fuel (Usc)	5,16	6,30%	4,88	12,44%	<b>5,49</b>	5,37	<b>5,29</b>	-1,41%
	APR 2021	YOY	MAR 2022	MOM	APR 2022	YTD APR 2021	YTD APR 2022	YTD
<b>CITILINK</b>								
Passenger Carried*	722.313,00	3,34%	727.904,00	2,55%	<b>746.471,00</b>	2.617.497,00	<b>2.588.484,00</b>	-1,11%
Cargo Carried (Ton)	7.059,56	-12,07%	4.667,51	32,99%	<b>6.207,17</b>	27.575,11	<b>20.359,39</b>	-26,17%
ASK (000)	1.109.718,00	-17,04%	779.349,00	18,13%	<b>920.620,00</b>	4.772.521,00	<b>3.330.383,00</b>	-30,22%
RPK (000)	651.249,00	4,70%	643.330,00	5,99%	<b>681.856,74</b>	2.314.218,00	<b>2.348.681,37</b>	1,49%
SLF (%)	58,69	15,37 pp	82,55	-8,49 pp	<b>74,06</b>	48,49	<b>70,52</b>	22,03 pp
ATK Cargo (000)	27.351,00	-16,17%	19.395,00	18,21%	<b>22.927,00</b>	117.255,00	<b>82.984,00</b>	-29,23%
RTK Cargo (000)	7.159,00	-13,56%	4.658,00	32,85%	<b>6.188,06</b>	27.912,00	<b>20.804,64</b>	-25,46%
CLF Cargo (%)	26,18	0,81 pp	24,02	2,97 pp	<b>26,99</b>	23,80	<b>25,07</b>	1,27 pp
Passenger Yield (Usc)	3,89	64,52%	5,70	12,28%	<b>6,40</b>	3,82	<b>5,62</b>	47,12%
Cargo Yield (usc)	93,07	-5,92%	91,41	-4,21%	<b>87,56</b>	95,66	<b>90,49</b>	-5,40%
CASK (Usc)	4,49	16,54%	4,94	6,00%	<b>5,23</b>	4,09	<b>4,81</b>	17,48%
CASK-Excl Fuel (Usc)	3,05	-20,13%	2,30	5,90%	<b>2,44</b>	2,80	<b>2,36</b>	-15,86%

Notes:  
\* Number of passenger carried is calculated on the basis of origin/destination, regardless of the number of stage lengths undertaken.  
\*\* All figures are for Garuda Indonesia and Citilink scheduled flight, except for aircraft utilization and on time performance are for mainbrand only.

# FLEET OPERATED BY GROUP'S

The Group's manage fleet operations due to demand, implementation of community restriction activity and response to the COVID-19 Pandemic

	Boeing 777-300ER	05
	Airbus A330-900Neo	1
	Airbus A330-300	05
	Airbus A330-200	01
<b>WIDE BODY</b>		<b>12</b>
	Boeing 737 MAX 8	-
	Boeing 737-800NG	24
	Bombardier CRJ1000	-
	ATR72-600	01
<b>NARROW BODY</b>		<b>25</b>
<b>TOTAL FLEET OPERATED BY GARUDA INDONESIA</b>		<b>37</b>
	Airbus A330-900Neo	-
<b>WIDE BODY</b>		<b>-</b>
	Airbus A320-200 Neo	6
	Airbus A320-200	30
	ATR72-600	04
	Boeing 737-300/500	1
<b>NARROW BODY</b>		<b>41</b>
<b>TOTAL FLEET OPERATED BY CITILINK</b>		<b>41</b>
<b>TOTAL FLEET OPERATED BY GARUDA INDONESIA GROUP</b>		<b>78</b>

## NEWS

### **SUPPORTING THE DEVELOPMENT OF NATIONAL HUMAN RESOURCES, GARUDA INDONESIA ESTABLISHES A PARTNERSHIP WITH THE ASSOCIATION OF FOREIGN APPRENTICESHIP OPERATORS (AP2LN)**

Jakarta, 5 April, 2022 — The national airline Garuda Indonesia together with the Association of Foreign apprenticeship organizers (AP2LN) establish strategic cooperation through the provision of Air flight accessibility in the program for sending Indonesian apprenticeship participants abroad. The strategic synergy between the two agencies was marked by the signing of a memorandum of understanding “Corporate Privilege” between Garuda Indonesia and AP2LN.

President Director of Garuda Indonesia, Irfan Setiাপutra said that in line with the demographic bonus where the composition of the productive age population is getting bigger, Garuda Indonesia always supports various positive actions in order to optimize superior human resource management as an effort to develop the economic sector and national development in the midst of recovery efforts in the pandemic situation through providing air accessibility with the flight network owned by Garuda Indonesia. "In accordance with our core value, #BecauseYouMatter, hopefully, this cooperation between Garuda Indonesia and AP2LN can make a positive contribution by contributing to improving the quality of apprenticeship programs abroad for participants through the consistency of implementing strict health protocols and the professionalism of Garuda employees who are ready to ensure the safety and comfort of passengers during the flight," said Irfan. Irfan added, "As is well known that Indonesia's foreign apprenticeship program has a role in the recovery and development of Indonesia in the future through the provision of national training facilities and direct practice in companies in the best industrial countries. Furthermore, in line with the reopening of access to various countries, this cooperation may support the mobility of Indonesian trainee participants and contribute to the development of competent and competitive human resources."

### **PEAK SEASON OF EID AL-FITR, GARUDA INDONESIA GROUP TRANSPORTS 95 THOUSAND PASSENGERS**

Jakarta, April 28, 2022 - Garuda Indonesia Group through Garuda Indonesia and Citilink flight services projects passenger transportation of 95 thousand people at the peak of the peak season period which falls on April 28-29, 2022. However, the passenger traffic is expected to continue to move dynamically in line with the enthusiasm of the public on the momentum of this Eid holiday. President Director of Garuda Indonesia Irfan Setiাপutra revealed, "in line with the allowed trip back and forth on this Eid celebration, Garuda Indonesia is committed to continue to optimize the accessibility of its flight services both in terms of capacity and passenger services". In line with the enthusiasm of the community to carry out homecoming at the moment of Eid which has been awaited since 2 years ago, Garuda Indonesia Group will continue to ensure the smooth operation of flights, especially through the consistency of the implementation of health protocols to provide safe, comfortable and healthy flight services for the community. We also implement this through the provision of booster vaccination services at Terminal 3 of Soekarno Hatta International Airport.



## DISCLAIMER

This document has been prepared by Company for capital market community purposes. The Company has prepared this document based on information available to it that has not been independently verified. No representation or warranty, expressed or implied, is provided in relation to the fairness, accuracy, correctness, completeness, or reliability of the information, opinions, or conclusions expressed herein. The information included in this document is preliminary, unaudited, and subject to revision upon completion of the Company's closing and audit process.

In addition, This document is not, and nothing in it should be construed as, an offer, invitation, or recommendation in respect of the Company's credit facilities or any of the Company's securities. This document is not, and nothing in it should be construed as, an offer, invitation, or recommendation in respect of the Company's credit facilities or any of the Company's securities. This document is not intended to be relied upon as advice to investors or potential investors and does not take into account the investment objectives, financial situation, or needs of any investor.

All forward-looking statements attributable to the Company apply only as of the date of this document. The Company undertakes no obligations to update or revise forward-looking statements to reflect events or circumstances that arise after the date made or to reflect the occurrence of unanticipated events.

